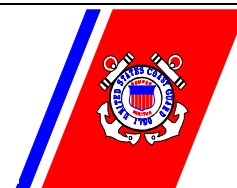




# LOCAL NOTICE TO MARINERS

U.S. Department of Homeland Security      United States Coast Guard



## WEEKLY EDITION – JULY 2004

~Navigation Information Service (NIS)~  
Watchstander, 24 hours a day at (703) 313-5900  
~Navcen Internet Address~  
[www.navcen.uscg.gov](http://www.navcen.uscg.gov)  
~Local Notice to Mariners~  
[www.navcen.uscg.gov/lnm](http://www.navcen.uscg.gov/lnm)

Issued by: Commander (oan)  
Seventeenth Coast Guard District  
PO Box 25517  
Juneau, AK 99802-5517

Telephone: (907) 463-2269 (0800-1600)  
After Hours: (907) 463-2004 (1600-0800)  
Facsimile: (907) 463-2273  
E-mail: [lnm@cgalaska.uscg.mil](mailto:lnm@cgalaska.uscg.mil)

Questions, comments or additional information on this Local Notice to Mariners or the Local Notice to Mariners mailing list (additions, deletions, corrections) should be sent to the address above or by E-mail to: [lnm@cgalaska.uscg.mil](mailto:lnm@cgalaska.uscg.mil) For faster service, you can get the U.S. Coast Guard 17th District's Local Notice to Mariners via the Internet directly from the U.S. Coast Guard Navigation Center web site at [www.navcen.uscg.gov/lnm/d17](http://www.navcen.uscg.gov/lnm/d17) or to get on our electronic mailing list and receive a *Microsoft Word* copy of the Local Notice to Mariners, send requests to the standard mail address above or by E-mail.

**REFERENCES:** Light List, Vol. VI, Pacific Coast and Pacific Islands, 2004 Edition (COMDTPUB P16502.6).  
U.S. Coast Pilot 8, Pacific Coast Alaska: Dixon Entrance to Cape Spencer, 25th Edition.  
U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 21st Edition.

### BROADCAST NOTICE TO MARINERS

Navigation information previously promulgated by Broadcast Notice to Mariners 343/03 through 307/04 and still in effect is included in this notice.

### USE OF THE LOCAL NOTICE TO MARINERS

The Weekly Supplemental editions contain new information available subsequent to the issue of the Monthly edition. To ensure having complete information concerning the waterways of the Seventeenth Coast Guard District, consult previous Monthly editions dated for the first Tuesday of each month.

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## I SPECIAL NOTICES

### DATES OF LATEST EDITIONS-NAUTICAL CHARTS AND MISCELLANEOUS MAPS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated April 1, 2004, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration, 6303 Ivy Lane, Suite 400, Greenbelt MD, 20770-1479, by telephone at 1-800-638-8972 or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up-to-date prices for most of the publications listed. Much of this information may also be obtained online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>

### BRIDGE-TO-BRIDGE RADIOTELEPHONE LISTENING WATCH

VHF radio equipment used to meet the U.S. Bridge-to-Bridge Radiotelephone Act requirement for maintaining a listening watch on the vessel bridge-to-bridge navigation channel 13 must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the channel 13 watch by a distress call on channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling channel 70, should either not be used or have that disruption feature disabled.

### AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE

The Office of Coast Survey, National Ocean Service (NOS), NOAA, announces a new Internet service to the marine public at the following web site: <http://chartmaker.ncd.noaa.gov> This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Imagery and Mapping Agency (NIMA) for inclusion in their Local Notice To Mariners (LNM) and Notice To Mariners (NM) respectively. Additionally, updates to the United States Coast Pilot, Volumes 1-9, are posted on this web site. This web site must not be viewed as a substitute for either the USCG LNM or the NIMA NM. Aid to navigation changes and other important information published in USCG and NIMA notices are not available on this web site.

### DEPARTMENT OF HOMELAND SECURITY – REPORTING SUSPICIOUS ACTIVITY

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) office, [www.fbi.gov/contact/fo/fo.htm](http://www.fbi.gov/contact/fo/fo.htm), the DHS Watch and Warning Unit at (202) 323-3205, toll free at 1-888-585-9078, or by E-mail to [nipc.watch@fbi.gov](mailto:nipc.watch@fbi.gov), to any Coast Guard unit or other appropriate authorities. The Coast Guard reminds the maritime industry that they may also report suspicious activity to the National Response Center (NRC) at 1-800-424-8802.

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**REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT**

**I SPECIAL NOTICES (CONT.)****ALASKA-PORT VALDEZ SECURITY ZONE**

The Coast Guard has established security zones encompassing the Trans-Alaska Pipeline System (TAPS) Valdez Terminal Complex, the TAPS tank vessels, and the Valdez Narrows. The security zones are necessary to protect the Alyeska Marine Terminal and TAPS tank vessels from damage or injury. The following is the security zone around Alyeska Marine terminal: the enclosed waters within a line beginning on the southern shoreline of Port Valdez at 61°04'57"N 146°26'20"W, north to 61°06'30"N 146°26'20"W, east to 61°06'30"N 146°21'15"W, south to 61°05'07"N 146°21'15"W, west along the shoreline and including the area 2000 yards inland along the shoreline to the starting point at 61°04'57"N 146°26'20"W. There are two yellow buoys that mark the northern corners of the security zone. For further information contact The Captain of the Port or LT Dittmar at (907) 835-7223.

**NAVIGABLE WATERS OF THE UNITED STATES – NAVAL VESSEL PROTECTION ZONE**

The U.S. Coast Guard has permanently established Naval Vessel Protection Zones (NVPZ) around U.S. naval vessels greater than 100 ft in length overall in the navigable waters of the Pacific Area (PACAREA). The Final Rule was published in the Federal Register on June 4<sup>th</sup>, 2002 [http://www.gpo.gov/su\\_docs/aces/aces140.html](http://www.gpo.gov/su_docs/aces/aces140.html).

NVPZs create a 100-yard "no entry" zone unless authorized by the official patrol and a 500-yard "minimum speed" zone around the naval vessels. These NVPZs apply whether underway, at anchor, moored or in a drydock, except when a vessel is in a Restricted Area or a Naval Sea Defensive Area. Naval vessels include any vessel owned, operated, chartered or leased by the U.S. Navy; any pre-commissioned vessel under construction for the U.S. Navy, once launched into the water; and any vessel under the operational control of the U.S. Navy or a Combatant Command. A one-page depiction of the NVPZ can be found at [www.uscgboating.org](http://www.uscgboating.org). For further information, contact LT Patricia Springer at (510) 437-2951.

**REQUEST FOR INFORMATION ON THE USE OF LARGE-SCALE DRIFTNETS ON THE HIGH SEAS:**

The United States Coast Guard (USCG) requests mariners be on the lookout for and report any observed driftnets or vessels engaged in driftnet fishing on the high seas (more than 200NM from shore). Sighting information may be made to any of the following Coast Guard offices:

Offices	Phone	Fax	Telex	Email
USCG Pacific Area Alameda, CA	1-800-246-7236 1-510-437-3701	1-510-437-3017	230172343	<a href="mailto:OD11/Pacarea@d11.uscg.mil">OD11/Pacarea@d11.uscg.mil</a>
USCG 14 <sup>th</sup> District Honolulu, HI	1-800-331-6176 1-808-541-2500	1-808-541-2123		<a href="mailto:D14ccdutyofficer@D14.uscg.mil">D14ccdutyofficer@D14.uscg.mil</a>
USCG 17 <sup>th</sup> District Juneau, AK	1-800-478-5555 1-907-463-2000	1-907-463-2023	49615066	<a href="mailto:D17-cc@cgalaska.uscg.mil">D17-cc@cgalaska.uscg.mil</a>

Illegal high seas driftnet (HSDN) fishing has historically been conducted in the Northwest Pacific Ocean. Mariners following great circle routes between North America and Asia are most likely to encounter this activity. Fishing activity normally takes place between April 1<sup>st</sup> and August 31<sup>st</sup>. However, illegal activity may occur in other areas and at other times of the year.

Information desired include date, time, position, description of gear/vessel, and observed activity. Video or photographs are highly desired.

**HSDN FISHING VESSEL CHARACTERISTICS:**

HSDN fishing vessels typically range from 120 to 200 feet in length and are usually in fair to poor condition. Distinguishing characteristics include:

- Net tube: A large, usually white tube, which extends from the working deck to the net bin located aft. This tube is about two feet in diameter, runs along the port or starboard side of the superstructure, and is clearly visible from both the surface and air.
- Net bin: A structure normally located on an aft deck in which the nets are stored.
- Net spreader: A triangular or roller net spreading device, which prevents the net from becoming entangled as it enters the water. While only visible from the stern, this is one characteristic, which clearly distinguishes a HSDN fishing vessel from a longline or other fishing vessel.
- Transponders: The radio transponders are approximately 4-6 feet tall, are used to mark the end of a net and are normally stored in racks on the weather decks.

When the net is in the water, it is normally suspended using cylindrical floats spaced every few feet, similar to swimming pool lane markers, with the ends of the nets marked with radio transponders. Other types of floats may be used, including larger spherical floats about 2-3 feet in diameter. The driftnets may vary from a couple hundred yards to several nautical miles in length.

Your assistance is greatly appreciated,  
United States Coast Guard

**AK-COOK INLET-CURRENT METER DEPLOYMENTS**

NOAA's National Ocean Service deployed one current meter in Cook Inlet, Kennedy Entrance in position 59°03.948'N 151°58.939'W on June 21, 2004. The current meter was deployed in a taut line sub-surface mooring anchored to the bottom using an acoustic frequency of 300 kHz. The station will be deployed until August 5, 2004.

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT
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**I SPECIAL NOTICES (CONT.)****AK-KNIK ARM-DOCK EXPANSION PROJECT**

A 250 ft barge is anchored off the face of the port McKenzie Dock in Knik Arm until October. The barge's anchors are marked with white unlighted buoys, which submerge during periods of high current. For further information, contact Kurt Grant at (907) 632-1878.

**AK-KNIK ARM-CURRENT SURVEY DEPLOYMENTS**

Terra Surveys LLC will be conducting current surveys in Knik Arm from 08 July to 10 August 2004. Instruments will be mounted to two blue and green catarafts in positions 61°17'20"N 149°54'09"W, and 61°17'00"N 149°51'51"W respectively. Each cataraft will be marked with an all around white light

**AK-BERING SEA-CURRENT METER DEPLOYMENT**

Oceanographic Instrumentation mooring 04-BS-5A deployed at 59°53'50.5"N 171°42'11.4"W. Minimum clearance is 9 meters.

Oceanographic Instrumentation mooring 04-BSP-5A deployed at 59°53'52.7"N 171°42'38.2"W. Minimum clearance is 65 meters.

Oceanographic Instrumentation mooring 04-STL-1A deployed at 62°11'34.0"N 174°51'20.3"W. Minimum clearance is 8 meters.

The contact number for these moorings is (206)526-6180.

**VESSEL TRAFFIC RECOMMENDATIONS FOR EASTERN NORTON SOUND FROM 1 AUGUST THROUGH 31 OCTOBER**

Spectacled eiders (*Somateria fischeri*), a threatened species of seabird, undergo flightless molt in several locations. The most imperiled population (The Yukon-Kuskokwim Delta breeding population) molts exclusively in eastern Norton Sound. Vessels should remain outside the following area from 1 August through 31 October to avoid disturbing large flocks of these birds (Coordinates provided in Decimal Degrees): Northwest corner 64°17'48"N 162°06'42"W Southwest corner 64°03'12"N 162°02'42"W Northeast corner 64°19'06"N 161°39'12"W Southeast corner 64°04'36"N 161°35'30"W. During the molting period, spectacled eiders are flightless and use their energy stores to stay warm and grow new feathers. Disturbance from vessel traffic, during this energetically demanding time, could result in harm to the spectacled eiders. The outlined area in Figure 1

[http://alaska.fws.gov/fisheries/endangered/images/nortonmap\\_uscg.jpg](http://alaska.fws.gov/fisheries/endangered/images/nortonmap_uscg.jpg) comprises the core molting area for spectacled eiders, although mariners may observe them outside this core area.

**WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM (WAMS) STUDY**

Periodically the Coast Guard evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, re-locating, replacing, or discontinuing the aid is considered. In this regard the Coast Guard is conducting analysis of these waterways **Ugashuk Bay, Kvichak Bay, Togiak Bay, Pribilof Islands, Craig Entrance, Southwest Baranof Islands, Lituya Bay, and Orca Bay Waterways**. If you would like to participate, please contact LT George Johnson at (907) 463-2265 or email at [gjohnson@cgalaska.uscg.mil](mailto:gjohnson@cgalaska.uscg.mil).

**AK-LORAN-C-PORT CLARENCE**

The United States Coast Guard is considering relocating its Loran-C operations from Port Clarence, Alaska (7960-Z/9990-Y) to Nome, Alaska. This proposal could alter the operations and coverage provided by the North Pacific (9990) and Gulf of Alaska (7960) Loran-C chains. Disestablishing Loran-C Station Port Clarence and establishing a new Loran-C Station in the Nome, Alaska area will likely affect the public's usage of Loran-C. While the coverage area provided by the 9990 and 7960 Loran-C chains will vary only slightly, users will no longer be able to use the 9990-Y or 7960-Z baselines without having their receivers reprogrammed to reflect the changes in latitude and longitude. It is possible that receivers that are not reprogrammed could provide hazardously misleading information to the user. In addition, timing users will need to determine a new reference value due to the geographic location of the station.

At this time, the Coast Guard is seeking comments only with respect to the impact on Loran-C operations. After this has been considered, should the Coast Guard choose to continue with this proposal the Coast Guard will prepare an Environmental Assessment. Comments should be addressed to LT Kirk W. Montgomery at (703) 313-5872 or email: [kmontgomery@navcen.uscg.mil](mailto:kmontgomery@navcen.uscg.mil).

**AK-ANCHORAGE UNDERWATER OBSTRUCTION**

There is an underwater obstruction in the vicinity of the north end of the port of anchorage dock in approximate location 61°15'00"N 149°53'12"W. The obstruction is currently marked with an unlighted orange fishing buoy.

**NOAA INSTRUMENT MOORINGS DEPLOYED**

The following moorings have been deployed and will be recovered in October 2004.

Location	Mooring #	Position	Depth(Meters)	Top Float Depth (Meters)
Gore Point	GBT-1	59°42'22.2"N 149°10'07.8"W	235	4
	GBT-2	59°31'19.8"N 149°10'56.4"W	218	4
	GBT-3	59°07'18.0"N 149°46'00.0"W	152	4

**AK-PRINCE WILLIAM SOUND DRIFTER BUOY EXPERIMENT**

Prince William Sound Science Center and Oil Recovery Institute will conduct an oil spill dispersment experiment in Prince William Sound until 10 August 2004. During this experiment 20 unlighted orange buoys and 1 orange dye marker with a strobe attached will be adrift near position 60°35'04.2"N 146°55'40.8"W. Some of the buoys will have drogue nets attached to them. Releases of red dye will be made during the time period 28 July until 31 July 2004. The dye is likely to be visible from the air and on the water as a bright colored area. The dye is harmless to marine life and the color is temporary. The F/V Tina and F/V Alena K will be conducting the experiment.

**II DISCREPANCIES – DISCREPANCIES CORRECTED**

**WARNING:** Mariners are cautioned that portions of destroyed structures may remain visible or may be submerged.

Abbreviations normally used in the Local Notice to Mariners are as follows:

**LNM** – Local Notice to Mariners

**TLB** – Temporary Lighted Buoy

**TDBN** – Temporary Daybeacon

**BNM** – Broadcast Notice to Mariners

**TRLB** – Temporarily Replaced by Lighted Buoy

**TRUB** – Temporarily Replaced by Unlighted Buoy

**TUB** – Temporary Unlighted Buoy

**DISCREPANCIES**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
27827	St George Harbor Entrance Light 1	Leaning	16381	343-03	49/03
25615	Orca Inlet South Channel Seasonal Buoy 8	Off Station	16709	228-04	26/04
22325	Hump Island Daybeacon	1 Dayboard Damaged and 1 Dayboard Missing	17422	304-04	30/04

**DISCREPANCIES/PRIVATE AIDS**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
NONE					

**DISCREPANCIES CORRECTED**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
None					

**III TEMPORARY CHANGES – TEMPORARY CHANGES CORRECTED****TEMPORARY CHANGES**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
24107	Hawk Inlet Daybeacon 2	Temporarily Replaced with a Buoy	17300		39/02
26090	Port Chatham Shoal Daybeacon "PC"	Daybeacon has been temporarily replaced with a Junction Buoy	16645	159-02	19/02
26470	Ouzinkie Narrows Daybeacon 4	Temporarily Replaced with a Buoy	16594	239-04	26/04
984.1	NOAA Data Lighted Buoy 46066	Temporarily Discontinued	531	289-04	29/04

**TEMPORARY CHANGES CORRECTED**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
NONE					

**IV CHART CORRECTIONS**

**16467** 2nd Ed Jul 2004 NEW EDITION NAD 83 (NOS Silver Spring, MD) 30/04  
 AK-ALEUTIAN ISLANDS-ANDREANOF ISLANDS-ADAK ISLAND TO TANAGA ISLAND 1: 100,000  
 (New edition due to change in format.)

This NOAA chart is now available in both the Print-on Demand and digital raster formats. See [www.chartmaker.ncd.noaa.gov/mcd/dole.htm](http://www.chartmaker.ncd.noaa.gov/mcd/dole.htm) for details. The corresponding traditional paper chart will be available in two to eight weeks.

**17375** 21st Ed 01 Mar 2004 Last LNM: 27/04 NAD 83 (CGD17) 30/04  
 AK-SOUTHEAST COAST-WRANGELL NARROWS  
 Relocate Petersburg Creek Range Front Light  
 from 56°48'28.3"N 132°59'16.9"W  
 to 56°48'28.3"N 132°59'15.9"W

**V ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION**

NONE

**VI PROPOSED CHANGES TO AIDS TO NAVIGATION**

Periodically the Coast Guard evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted below. Comments should be addressed to LT George Johnson at (907) 463-2265 or email: [gjohnson@cgalaska.uscg.mil](mailto:gjohnson@cgalaska.uscg.mil).

1. Relocating Hawk Inlet Daybeacon 2 (LLNR 24107) from 58°04'39.0"N 134°47'55.8"W to 58°05'14.0"N 134°46'50.0"W.
2. Establishing Keku Strait Daybeacon 23A in position 56°40'30"N 133°44'00"W.

**REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT**

**VII GENERAL**

NONE

**VIII LIGHT LIST CORRECTIONS**

NONE

**IX ADDITIONAL ENCLOSURES**

Enclosure #1	Coast Pilot 8	New Edition
Enclosure #2	Coast Pilot 9	Change #30

S. C. Rothchild  
Aids to Navigation Branch  
Seventeenth Coast Guard District



Operational Excellence Through Leadership, Teamwork,  
And Innovation

